



DOMINGUEZ-ESCALANTE NATIONAL CONSERVATION AREA

DRAFT RESOURCE MANAGEMENT PLAN & ENVIRONMENTAL IMPACT STATEMENT



❖ TRAVEL MANAGEMENT (REVISED) ❖

The Dominguez-Escalante National Conservation Area (D-E NCA) contains approximately 652 miles of roads and trails. In the 2009 Omnibus Public Lands Management Act that designated the NCA, Congress required the BLM to complete a comprehensive travel management plan that limits motorized travel to designated routes.

What is travel management?

The BLM manages travel on BLM-managed public lands via roads, trails, bridges or other means, by foot, horse, ATV or other type of transportation. “Travel management” is the term used to describe BLM’s management of this travel system, which provides access to public lands for a variety of uses and trail-based recreational opportunities.

The BLM designates travel areas and routes to support the desired conditions for each of the resources and uses described in the draft Resource Management Plan (RMP). Proposed travel management decisions are designed to ensure the BLM meets its legislative mandate to conserve and protect the NCA’s geological, cultural, archeological, paleontological, natural, scientific, recreational, wilderness, wildlife, riparian, historical, educational, scenic, and water resources.

What types of decisions about travel management are considered in the D-E NCA draft RMP?

Two types of travel management decisions are considered in the D-E NCA draft RMP—Area decisions and route-by-route decisions:

Area decisions determine which areas are closed entirely to certain types of travel or limited to travel only on special routes. Area decisions tend to remain unchanged for as long as the RMP remains in effect. Area decisions include **seasonal closures**, which are proposed in the following areas in alternatives B-E in order to protect big game winter concentration areas and due to saturated soils (mud season):

- Gibbler Gulch
- Wagon Park
- Sowbelly
- Upper Sawmill Mesa
- Dry Mesa

More information is available by alternative on pages 157-161 and in Appendix N, where seasonal closure designations are calculated by area.

For maps of the seasonal closures, download/click the following PDF files :

- [Alternative A Route Designations and Travel Area Designations](#)
- [Alternative B Routes Designations and Travel Area Designations](#)
- [Alternative C Route Designations and Travel Area Designations](#)
- [Alternative D Route Designations and Travel Area Designations](#)
- [Alternative E Route Designations and Travel Area Designations](#)

Or download/click these kml files:

- [Travel Management Route-by-Route Designations](#)
- [Travel Management Area Designations](#)

Route-by-route decisions determine which individual routes (within an area that is limited to travel on designated routes only) are open to different types of travel. Route-by-route decisions can change as needed throughout the life of the plan to support varying resource objectives, and this type of decision includes the opportunity for public comment. See the summary table below.

Where in the draft RMP can I find more information about travel management?

- The Alternatives Matrix in Chapter 2 (“Alternatives”), beginning on page 157, describes travel management decisions, including travel area designations.
- Appendix N (“Comprehensive Travel and Transportation Management Plan”) describes the BLM’s process in developing alternatives and provides future management guidance.
- Maps of the proposed travel management plan under each of the five alternatives can be found in the draft RMP on compact disk and online through the D-E NCA’s RMP website: http://www.blm.gov/co/st/en/nca/denca/denca_rmp.html . A complete list of these maps is in Appendix R (“Maps Cited within the DRMP”).
- Chapter 4, section 4.4.5 (“Travel Management”), beginning on page 568, describes the impacts of proposed travel management decisions. Since resource program decisions determine the nature of the travel system, travel management impacts are described in the different resource and resource use sections of Chapter 4.

Questions to consider when commenting on travel management decisions outlined in the draft RMP:

- Is there a different travel plan that would better manage the NCA? How would you describe the future desired condition for the different resources that would be supported by that travel plan?
- Which closed routes should be open? Why?
- Which open routes should be closed? Why?
- Please include route numbers with your comments.

Summary of route-by-route designations

How to read the percentages:

In Alternative E, for routes open to all modes of travel (BLM routes), 20% of all routes are BLM routes designated as open to all modes of travel.

	Alt A	Alt B	Alt C	Alt D	Alt E
Open to all modes of travel (County-maintained and vested interest routes)	139 miles (18%)	139 miles (18%)	139 miles (18%)	139 miles (18%)	139 miles (18%)
Open to all modes of travel (County-maintained and vested interest routes) w/seasonal closures	N/A	N/A	N/A	N/A	N/A
Open to all modes of travel (BLM routes)	441 miles (57%)	133 miles (17%)	71 (11) miles (9%)	133 (1) miles (17%)	153 (4) miles (20%)
Open to all modes of travel (BLM routes) w/seasonal closures	42 miles*	53 miles	41 miles	98 miles	88 miles
Administrative use only (closed to the public) (BLM routes)	21 miles (3%)	74 miles (9%)	146 miles (19%)	59 miles (7%)	56 miles (7%)
ATV, motorcycle, bicycle, horse and foot (BLM routes)	54 miles (7%)	81 (8) miles (11%)	3 (3) miles (<1%)	61 (19) miles (8%)	85 (24) miles (11%)
ATV, motorcycle, bicycle, horse and foot (BLM routes) w/seasonal closures	11 miles*	31 miles	0	39 miles	41 miles
Motorcycle, bicycle, horse and foot (BLM routes)	19 miles (2%)	3 (1) miles (<1%)	0 miles (0%)	22 (9) miles (3%)	4 (1) miles (<1%)
Motorcycle, bicycle, horse and foot (BLM routes) w/seasonal closure	0	0	0	7 miles	3 miles
Bicycle, horse and foot (BLM routes)	0 miles (0%)	10 (2) miles (1%)	22 (6) miles (3%)	68 (35) miles (9%)	7 (1) miles (1%)
Bicycle, horse and foot (BLM routes) w/seasonal closure	0	3 miles	7 miles	0	0
Horse and foot (BLM routes)	90 miles (12%)	46 miles (6%)	35 miles (4%)	66 miles (9%)	94 miles (12%)
Closed routes (BLM routes)	4 miles (<1%)	282 miles (37%)	351 miles (45%)	220 miles (29%)	230 miles (30%)

Note: The numbers in parentheses indicate routes that would be initially closed due to specific and immediate concerns and reopened at a later date, once the concerns had been mitigated or addressed.

**Under Alternative A, seasonal closures would only apply to motorized use, not mechanized use.*